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1-12. (CANCELED)

13. (PREVIOUSLY PRESENTED) A brake system for an electrically driven motor vehicle with at least one electrically actuated service brake (5) and at least one motor brake of an electric motor (2), the electrically actuated service brake (5) being controlled as a function of braking action of the motor brake and a specification of a driver, and the braking action of the motor brake is evaluated on a basis of information from a position/rotational speed sensor (8) of the motor brake.

14. (PREVIOUSLY PRESENTED) The brake system according to claim 13, wherein a control unit (7) of the electrically actuated service brake (5) is directly incorporated into one of a motor vehicle control unit or a motor control unit (6).

15. (PREVIOUSLY PRESENTED) The brake system according to claim 13, wherein a control unit (7) of the electrically actuated service brake (5) is directly incorporated into a motor control unit (6), and the motor control unit (6) and the brake control unit (7) are spatially integrated into one apparatus.

16. (CURRENTLY AMENDED) The brake system according to claim 13, wherein a brake control unit (7) of the electrically actuated service brake (5) is one of directly incorporated into a motor control unit (6), and the motor control unit (6) and the brake control unit (7) are connected with each other through a bus system.

17. (PREVIOUSLY PRESENTED) The brake system according to claim 13, wherein a characteristic curve between one of a pedal force or a pedal path and a braking force can be influenced in the control unit (7).

18. (CURRENTLY AMENDED) The brake system according to claim 13, wherein further comprising one of a mechanical braking system, a hydraulic emergency braking system or an emergency actuation system is incorporated into the braking system as an underlying unit.

19. (PREVIOUSLY PRESENTED) The brake system according to claim 13, wherein the electrically actuated service brake (5) additionally functions as a parking brake.

20. (CURRENTLY AMENDED) The brake system according to claim 13, wherein electromagnetic actuators actuating electromagnetically, through one of

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acting via an electric motor and piezo-electrically according to piezo-electrical sensing devices, can be used as braking actuators for the electrically actuated service brake (5).

21. (PREVIOUSLY PRESENTED) The brake system according to claim 13, wherein the position/ rotational speed sensor (8) is used for each electric motor (2) whose information is forwarded to one or a brake management unit or the brake control unit (7) for evaluation of the braking action, and the electrically actuated service brake (5) is controlled as a function of the braking action of the electric motor (2) or the electric motors ascertained by the brake control unit (7) and a specification on the part of the driver input through an activation of a brake pedal (9) or a brake lever.

22. (CURRENTLY AMENDED) The brake system according to claim 13, wherein a braking force assumes time-controlled or event-controlled, a specified value for a period of time in an event of a drop in electric energy.

23. (CANCELED)

24. (NEW) A brake system for an electrically driven motor vehicle comprising:
at least one electrically actuated service brake (5) and at least one motor brake of an electric motor (2):

a brake control unit (7) for controlling actuation of the at least one electrically actuated service brake (5) and at least one motor brake ;

a brake pedal positional sensor for determining a first input to the brake control unit comprising a driver specified input; and

a position/rotational speed sensor (8) positioned with the motor brake for determining a second input to the brake control unit comprising a measured braking action of the motor brake wherein the electrically actuated service brake (5) is controlled as a function of both the measured braking action of the motor brake and the driver specified input.

25. (NEW) The brake system according to claim 24, wherein the control unit (7) of the electrically actuated service brake (5) is directly incorporated into one of a motor vehicle control unit or a motor control unit (6).

26. (NEW) The brake system according to claim 24, wherein a control unit (7) of the electrically actuated service brake (5) is directly incorporated into a motor control

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unit (6), and the motor control unit (6) and the brake control unit (7) are spatially integrated into one apparatus.

27. (NEW) The brake system according to claim 24, wherein the brake control unit (7) of the electrically actuated service brake (5) is one of directly incorporated into a motor control unit (6), and the motor control unit (6) and the brake control unit (7) are connected with each other through a bus system.

28. (NEW) The brake system according to claim 24, wherein a characteristic curve between one of a pedal force or a pedal path and a braking force can be modified in the control unit (7).

29. (NEW) The brake system according to claim 24, further comprising one of a mechanical braking system, a hydraulic emergency braking system and an emergency actuation system.

30. (NEW) The brake system according to claim 24, wherein the electrically actuated service brake (5) additionally functions as a parking brake.

31. (NEW) The brake system according to claim 24, wherein electromagnetic actuators acting via an electric motor according to piezo-electrical sensing devices, can be used as braking actuators for the electrically actuated service brake (5).

32. (NEW) The brake system according to claim 24, wherein the position/rotational speed sensor (8) is used for each electric motor (2) whose information is forwarded to one or a brake management unit or the brake control unit (7) for evaluation of the braking action, and the electrically actuated service brake (5) is controlled as a function of the braking action of the electric motor (2) or the electric motors ascertained by the brake control unit (7) and a specification on the part of the driver input through an activation of a brake pedal (9) or a brake lever.

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